

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
CHINA OVERLAND TRADE REPORT,
Subscription, paid in advance, \$12
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Hongkong Daily Press.

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POCKET PISTOLS.**
CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS IN 2 SECONDS.
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7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
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12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.50 p.m. ... Every 10 minutes.
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11.00 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
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5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
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Hongkong, 4th October, 1903.

INTIMATION



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Hongkong, 16th July, 1908.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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HONGKONG OFFICE: 10A, DES VŒUX ROAD. C. LONDON OFFICE: 131, FLEET STREET. E.C.

The Daily Press.

HONGKONG, JULY 17TH, 1908.

In one form and another the question of the position of the coloured races in the world is a *vis à vis* those of European or American origin has been coming to the front, and there can be no doubt that it will have to be faced, however desirous some may be to put off indefinitely the consideration of what is undoubtedly a very difficult problem. Though it may be unpleasant to people who have been brought up in the accepted idea that the white races are essentially superior to the coloured and that the domination of the whole has been given to the former, the fact that the coloured races are coming to the front is being forced upon the attention of all who will not refuse to see, in a way which calls for serious reflection. As long as the question (so far as the generality of people cared to trouble about it at all) was between the downright blacks and the downright whites, the matter appeared to be extremely simple. Nature herself seems to have made a mark of separation between the two classes such as cannot be ignored. It is easy to perceive that an ebony native of Zanzibar is not likely to amalgamate equally or otherwise with a person of European or American descent. But the distinction is by no means so clear between the large number of people who are somewhat uncomplimentarily called "yellow" and let us say, the inhabitants of some of the southern parts of Europe. Some of the darker Italians or Spaniards might be put by the side of Chinese and Japanese, and an artist in painting them, would have to use more of his dark colours for the Europeans than for the Asiatics—so that a mere

division of the human race as to colour must, as time goes on, fail, the distinction being only one of degree. More broad territorial distinctions also, such as that of Asiatics as against Europeans are equally unsatisfactory. It is true there are certain characteristics which are found more frequently among Asiatics than Europeans and vice versa, but markedly Asiatic qualities and their corresponding faults, are often found among Europeans, while the converse is equally true, namely that qualities which are looked upon as essentially European are found among some Asiatics. Until recent times the true line of demarcation, namely that of civilization, was usually taken up to mark off the difference between the coloured and the whites. The former were looked upon as uncivilized; the latter as being blessed with the only civilization that was worth considering as such. This good old-fashioned view has happily become a thing almost entirely of the past. The notion that civilization after the European pattern was the only one worth considering as such would hardly be found among any persons with the slightest pretence to education in the present day—and even if it were, too much has been taken from our own civilization by nations with whom we have come into contact, to make it possible any longer to take up this complacent and comfortable, if somewhat patronising attitude. This is more or less the case both in India and China, and of course is markedly so with respect to Japan. While that country is steadily making progress in all that belongs to our civilization and is adding it to all that is valuable in her own, it is impossible to draw a strong line of demarcation between the Japanese and European nations—nor would there be any attempt to do so except for the difference of colour; but, at that point, a distinction is undoubtedly drawn, however the fact may be politely ignored, and is likely to continue for long years, if not decades or even centuries to come. There can be no question that the difficulty, which recently arose in California with respect to the Japanese going to the public schools was greater than was generally supposed. The school question was, no doubt, mixed up with the more acute question of Japanese immigration and competition with local labour, but the colour element entered largely into the popular view of the subject and had much to do with the strong feeling that was evoked. Happily by good sense and wise diplomacy the crisis was got over; but the difficulty was rather evaded than overcome—and the outcome did not go far towards solving the main problem which was brought prominently to notice—namely how the white and dark races—more immediately how Europeans and Asiatics can find a *modus vivendi* which will be just and reasonable to both. Like most large political problems this question is likely to be solved by circumstances rather than upon any general principles, and in point of fact the solution has been found upon a modified scale in more directions than one. In India and China, and, of course, still more so in Japan, the line of demarcation between European and "native" is far less strongly marked than it was in former times. Common interests and a better understanding of each other's political and individual characters have worked this result, and it is reasonable to hope that, as time goes on, it will be found that the dark and the light races in the world, though necessarily different in many respects, can still work together with mutual respect for one another's views and feelings and even what on either side may appear to be prejudices on the part of the other. This end is most likely to be attained by a frank recognition that there is a difference between them, and by thus avoiding, on the one side the error of certain enthusiasts who hold that all men are alike, and on the other side the equally mistaken idea that because the white and the coloured races differ in many respects, they must always be in a state of antagonism, and cannot find a means of working together with mutual respect and for their common good.

H. M. cruiser *Monmouth* on completion of an extensive refit, left yesterday for Weihai.

Two cases of plague were reported during the 24 hours ended yesterday. Four proved fatal.

George Lacour, a cook, was at the Magistracy yesterday, fined \$7 for being drunk and disorderly.

It is notified that Messrs. N. Meille & Co., Ltd., of Amoy, have voluntarily gone into liquidation, and that Mr. G. W. Barton has been appointed liquidator.

The Alexandra Cinema Theatre announces an opening performance to-night at No. 2, Zealand Street. Particulars will be found in our advertising columns.

Yesterday H.E. the Governor went into residence at Mountain Lodge.

One of the Cameron Highlanders at Tientsin, a drummer named O'Neill, has been drowned in the Canal by the capsizing of a boat.

Members of the Volunteer Reserve Association are reminded of the special pool this week. Shooting takes place at the Peak Range on Saturday afternoon and Sunday.

One of the men employed at Gr. staff, in the course of firing a fog signal on the 8th inst., received injuries which, it is feared, involve the loss of both hands. The signal apparently exploded prematurely.

At the Magistracy yesterday, a coolie who stole a bangle from the arm of a six years old boy at Yau-mai, was convicted and sentenced to three months' imprisonment and 24 strokes with the birch.

On Tuesday afternoon between five and six o'clock, a projecting verandah at 115 First Street collapsed, a portion falling on an old woman who was sitting underneath and injuring her slightly. It is believed that the wood work was eaten away by white ants.

Mr. C. Frojols, of the Oriental Hotel, summoned three boys for trespassing in his servants' quarters. The first was fined \$7 by Mr. Kemp and the others \$5 each, while his boy whom he had discharged the previous night, was ordered to forfeit his month's pay.

An old woman attempted to commit on Wednesday suicide by drowning. She jumped into the harbour at Kennedytown and as she was seen walking in the water an Indian watchman and a lagoon went in to rescue her. When she saw them coming she made for deeper water but was ultimately caught and assisted out. She was taken to the Police Station at West Point where her demeanour suggested insanity. She was medically examined and subsequently removed to the seclusion.

Much sympathy will be felt with Mr. and Mrs. A. G. Gordon whose little five-year old son is lying at the Peak Hospital suffering from extensive burns on the body. He was standing near a small methylated spirit lamp when the draught created by the opening of a door drove the flame upon him and instantly ignited his clothes. Fortunately Mr. and Mrs. Gordon were close at hand and succeeded in extinguishing the flames but not before the poor little fellow had been very severely burnt about the body. Fortunately the face suffered but slightly. Mr. Gordon had his right hand badly burnt in extinguishing the fire.

A rather curious incident, says an exchange, happened in Ipoh the other day. Mr. E. A. Harris, of the Straits Trading Company's staff discovered a Chinaman just leaving his bedroom dressed in a suit of his clothes and wearing his solar topee. To cap it all, the Chinaman had Mr. Harris's tennis racket in his hand. When Mr. Harris got over his surprise, he questioned the man and the Celestial said he had just been sent down from Heaven by God to level all the hills in Perak as the country did not look nice as it was. Mr. Harris had the man sent to Hospital for observation. It is quite an old dodge of the Chinese burglar to pretend he is a madman when caught where he has no right to be.

Mr. E. J. Bethell, late Editor of the *Korea Daily News*, who was recently sentenced by the court to twenty-one days' imprisonment as a first class misdemeanant, was brought before Mr. Borne, Acting Judge, at the Supreme Court, Shanghai, on Saturday last to give security for his future good behaviour. His Lordship said prisoner had been ordered to give security to be of good behaviour for six months, and he would be satisfied with the sum of £200 in prisoner's own recognisances and one surety of £150. If prisoner would enter into that recognisance he would be discharged; if not, he would have to be deported from China. Prisoner entered into the necessary recognisance and was thereupon released.

The firm of Whiteaway, Laidlaw & Co. drapers and outfitters, who have branches in Shanghai and the Straits Settlements, has been incorporated under the Companies' Act. The capital of the company is £800,000, divided into 400,000 six per cent. cumulative preference shares of £1 each and 200,000 ordinary shares of £1 each. The average profits of the business carried on by the firm, on the basis of the last five years, is stated in the prospectus to have been £55,914. 0s. 5d. To this is added £7,243 17s. 5d. the amount of rents hitherto paid for premises now taken over by the Company, and £2,535 rent receivable from part of new premises at Shanghai and Colombo. This gives a total of £65,692 17s. 10d. After payment of the six per cent. dividend on preference shares a surplus of £41,632 17s. 10d. is shown. The purchase price was fixed at £510,000, of which £32,488, was for goodwill.

The death of Mr. W. Baily, who assisted at the construction of the Hongkong tramways, took place on the 4th inst. on board the P. and O. intermediate steamer "Nannu" between Hongkong and Singapore. The deceased was on his way home from Shanghai along with his wife. After leaving Shanghai, he became ill from the effects of rheumatic fever he had when young, and soon after the ship had left Hongkong, he became delirious and died as stated. Mr. Baily looked after the interests of Messrs. Dick, Kerr and Co. at the laying down of the Singapore tramway system, and on finishing his work there he went to Bangkok to assist in the erection of the tramway system there, and eventually proceeded to Shanghai, where he arrived about two years ago and was employed as an engineer for the tramways with the firm of Messrs. Bruce, Rees and Company. Mr. Baily was married at some eighteen months ago. He was 28 years of age.

It is stated in Japan papers that 20,000 Japanese troops are operating in Korea against the insurgents. The *Japan Mail* remarks:—"Absolute silence continues to be preserved with regard to the doings of the Japanese troops. The general impression seems to be that they have almost stamped out the insurrection, but apparently it is considered expedient not to publish details which would merely furnish material for exaggerated stories."

A Chinese man found in Chicago was reported to the Grand Jury by the Chinese interpreter on June 14th who stated that a less Hip Lung and his associates were punished by the courts for the murder of Chin Wai, the entire Chinese clan would be wiped out by members of the On Lung tong. The Chinese colony in Clark street is worked up to the point of frenzy over the case and the disclosures of perjury by witnesses. An effort to save the three defendants from punishment has stirred up bitter feeling among the rival gangs in Chinatown. His Excellency Wu Ting Fang, the Chinese Minister, admitted that one of his secretaries had come to Chicago after the murder of Wai to straighten out the troubles between the rival gangs. The death penalty will not be asked by the State, but a strong plea will be made for prison punishment.

It is proposed to hold an Exhibition of Old Chinese Porcelain in Shanghai under the auspices of the North China Branch of the Royal Asiatic Society, in or about the second week in November. A special feature was the decision to issue a descriptive catalogue, profusely illustrated, after the Exhibition, which will embody the history of the ceramic art in China, and also a detailed catalogue of all the pieces exhibited. The Exhibition, the *N.C. Daily News* remarks, seems to be meeting with much popularity, and exhibits are already promised from high Chinese official sources; in fact it promises to be a unique exposition. It was also decided to send particulars of the coming Exhibition to all the European and American art journals, also inviting subscriptions to the edition which will be issued. Any information or suggestion which may be of interest to the proposed Exhibition will be gladly received by the Hon. Secretary, Mr. A. W. Bahr, care of Messrs. Hopkins, Dunn & Co.

FLOOD FUND BAZAAR.

All undispensed articles will be sold by auction to the highest bidder this afternoon, the sale to commence at 3.00 p.m., and to be continued on Saturday at 11 a.m. if everything is not sold. A small charge of 20 cents will be made for admission.

The students of St. Joseph College, Hongkong, are contributing generously to the Flood Fund. A subscription has been started in the College, which promises to be a great success. It is hoped that in a very short time they will have a handsome sum to hand in to the trustees.

VOLUNTEER CORPS ORDERS.

Captain G. P. Lammer has been granted leave of absence out of the Colony for two and a half months. Sapper W. Thorn is granted leave of absence for four weeks. Messrs. W. F. Taylor and I. Pereira have joined the Corps, the former going to the Infantry Company and the latter to the Engineer Company.

SUICIDE OF DR. CROSS.

Dr. Cross, for many years a medical missionary in China, committed suicide at Ipoh, Straits Settlements, on the 5th inst. by swallowing a large quantity of carbolic acid. A painful feature of the affair is that he committed the deed in the presence of his wife, having suddenly jumped up from a sleepless bed, and though Mrs. Cross made a determined effort to wrest the bottle from his grasp she was too late, and her husband was dead in ten minutes.

The sad affair cast a gloom over Ipoh, where the deceased was very popular. Much sympathy is felt for Mrs. Cross and her children, two of whom are at school in England.

Dr. Cross, who had been in practice in Singapore for about a year before going to Ipoh in March, 1907, was a popular medical man. A Southerner by birth, Dr. Cross came to the East as a medical missionary and laboured for many years in China. He had a perfect knowledge of several Chinese dialects and in a remarkable collection of Eastern curios he possessed many decorated emblems in Chinese of the esteem in which he was held.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—"On the 16th at 11.55 p.m.—The barometer has risen moderately over N.E. Japan and the E. coast of China, and fallen slightly in S. Japan. The depression is moving slowly E. towards W. Japan. The low pressure trough remains over Tongking and S. China. Pressure is high at over the S. part of the China Sea. Moderate variable winds may be expected in the Formosa Channel and fresh to strong monsoon over the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood, moderate to fresh, fair.
Formosa Channel, variable winds, moderate.
South coast of China between Hongkong and Lemoock, Same as No. 1.
South coast of China between Hongkong and Hainan, Same as No. 1.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]
MOUNT ETNA ACTIVE.

LONDON, July 16th.
Mount Etna, the volcano in Sicily, has become active and a violent eruption has taken place.

AFFAIRS IN SERBIA.

LONDON, July 16th.
Affairs in Serbia have reached a crisis.

[This telegram refers to the rupture which has taken place between Serbia and Bulgaria.]

WINDFALL FOR THE NATIONAL GALLERY.

LONDON, July 16th.
Sir Dominic Ellis-Colnaghi, a former diplomat, has bequeathed his fortune to the National Gallery.

[REUTERS' SERVICE.]

BRITAIN'S NAVY.

LONDON, July 16th.
With further reference to the debate in the House of Commons on Naval affairs, Mr. McKenna, alluding to the frequent references to Germany, wished to say that such comparisons were not made with the idea of any hostility towards that country or with any anticipation of hostilities occurring, but that during this and our future programme we simply took the German programme as our standard for comparison of progress in shipbuilding.

MACEDONIAN AFFAIRS.

LONDON, July 14th.
Great Britain and Russia have agreed to divide their Macedonian proposals, and in this connection Great Britain has presented a note to the Powers urging explicitly the creation of a mobile force under Turkish officers for the purpose of suppressing armed bands in Macedonia.

Russia will shortly present a Note embodying her proposals for financial and judicial reforms.

OPIUM IN CANADA.

LONDON, July 14th.
Ottawa reports that the Opium Prohibition Bill has passed the Canadian House of Commons.

ADMIRAL SIR PERCY SCOTT.

LONDON, July 14th.
It is stated at Plymouth that Admiral Sir Percy Scott has been mentioned in connection with the command of the East Indies Station vacant in March next.

[The following telegram in the Straits papers amplifies the brief telegram recently sent by our London correspondent.—A correspondent informs "The Times" that Lord Charles Beresford last week signalled to the cruisers "Good Hope" and "Argyll" to perform an evolution, which, if it had been obeyed, would have resulted in a collision. Rear-Admiral Sir Percy Scott was at the time on board the "Good Hope," which signalled back expressing doubt with regard to Lord Charles Beresford's signal, which was disobeyed.]

WEST SUMATRA RISING.

MANY DISAFFECTED HEADMEN ASK FOR PARDON.
News from West Sumatra up to July 3, is to the effect that in some parts of the country, the anti-tax troubles are quieting, and the headmen are paying their quotas. They could not stand against the argument of military force.

For the easier capture of the ringleaders, the province has been divided into five military districts. The course of events has shown that Mohammedan religious teachers are at the bottom of the disturbances.

The new slaughter house tax fell also upon cattle killed for religious feasts, and the teachers found themselves taxed as well as the common herd. Most of the rebels claim to be leaders, who had been thoughtless enough to be led away by theory of a holy war.

In the troubles, the established priesthood are at variance with the fanatical sects, who proclaimed a holy war the moment the assessments began. The sectaries, who obey their leaders blind, even to death, rushed out at the fanatical cry, many wearing charms warranted to render them proof against bullets.

Most of them perished miserably under the rifle fire of the soldiery. They were shot down before coming to close quarters. Only a few of them, by treacherously approaching in friendly guise, managed to kill or wound some of the soldiers.

The established priesthood profit by the carnage by making out that they alone had the power to declare a holy war, and that the opposing sect had no right to do so. To clinch matters, they deny that the slain sectaries are martyrs at all. It must be borne in mind that, in the Mohammedan religion, martyrs are those who die in battle for the faith only.

Many disaffected headmen have asked for pardon, and have delivered up prominent rebels. The rebels are still active in the remoter districts, where the troops have not yet reached.—*Standard Times.*

CHINA'S COAL RESOURCES.

The United States Geological Survey has received a report from one of its officers on the coal resources of China, in which it is stated that China's present needs require the working of all the coal fields to the depths permitted by Chinese methods, and that when the Empire develops her industries the productive capacity of all possible coal mines will be taxed. With her enormous necessities, it is not believed that China will have coal to export. The total amount of coal in North China is estimated at about 605,000,000 tons. As far as is yet known the larger part of the coal of China is in the north.

SUPREME COURT.

Thursday, July 16th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE
(SIR FRANCIS PIGOTT).

THE ACTION FOR ALLEGED WRONGFUL SEIZURE.
The case of Leung Lai Nam and others v. Reuter, Brookmann and Co. progressed another stage yesterday when Hon. Mr. H. B. Pollock, K.C., argued on the point ofonus of proof with regard to justification of the act of trespass.

Counsel remarked that one would imagine the claim was one of trespass pure and simple, whereas it was doubtful whether there was any claim as to trespass at all. Apart from that there was a claim *inter alia* for damages for false representation, and also a claim for a declaration that what defendants did was done maliciously. Counsel submitted that if his Lordship were to hold that the claim was a claim for trespass, it would be a matter in regard to which the Court had no jurisdiction.

Mr. Slade—That is a point already argued.

His Lordship—I expected that point. Mr. Pollock—I am not going to worry your Lordship by going through the case. I simply say that if my friend is right in saying that this should be regarded as a case of trespass by seizure of the plaintiff's premises, then there is no jurisdiction in the Court.

His Lordship—I anticipated that point, and was looking through the evidence. The answer is conclusive in so far as that question is concerned. But the evidence is that the trespass, using the word in a technical sense, affected the chattels as well, and the seizure included an inventory of chattels.

Mr. Pollock—As regards that, there would be merely consequential acts. What is complained of is the seizure of the property by the Chinese Authorities under warrant. I submit to your Lordship that an action for trespass does not lie at all. There is no allegation in the statement of claim impeaching the warrant itself.

Mr. Slade—It is said to be illegal, that is all. Mr. Pollock—With all deference to my friend, there is not one single word in the statement of claim to say that the warrant was illegal.

Mr. Slade—Together with the rest of the proceedings.

Mr. Pollock—What is complained of in paragraph 7 of the statement of claim is that the defendants acted illegally in setting the Chinese Authorities in motion. There is no more evidence before the Court by way of procurement of the warrant by defendants, through the Consul General than the letter to the Consul of February 21st, 1907. And plaintiffs would be hopelessly out of Court if it were assumed that the officer of the P. N. Y. magistrate went with a piece of waste paper and closed the shop.

Mr. Slade in reply argued that if the defendants were relying on a foreign judgment or process they must prove it in the correct way, by the production of the record or a certified copy of it. Until that was done they had put up no defence, and there was nothing further for the plaintiffs to do.

The hearing was again adjourned.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTS (ACTING JUSTICE).

CLAIM FOR RENT.

Wong Sik Pin and others sued Loong Yut Po to recover \$248.60 due for rent and taxes. Mr. Crowther Smith (for Messrs. Almada and Smith) appeared for plaintiffs, and Mr. Otto Kong Sing for the defendants.

Mr. Smith said the claim was for two months rent in respect of the ground floor of 104, Connaught Road, Central.

Plaintiff then gave evidence in support of his claim, after which defendant denied that he had ever rented the premises in question, or paid any rent in respect of them.

Wong Chin, nephew of the defendant, said he paid the rent of the premises up till the time he left. Several times his uncle went to pay the rent.

His Worship intimated that he did not wish to hear Mr. Smith, and as Mr. Kong Sing did not address the Court judgment was entered for plaintiff.

CORRESPONDENCE.

THE SHANGHAI DOCK CO.

[TO THE EDITOR OF THE "DAILY PRESS"]

Hongkong, 16th July.

SIR,—I venture to congratulate you on your well balanced interesting leader of to-day.

There is one point which arrests my attention. You say that the Directors of the Shanghai Dock Co. well know that they are handicapped by antiquated machinery and thereby lose some business they might otherwise get.

At the same time you point out that the Company has in available cash nearly four lacs of taels—some £50,000.

If the Directors really thought they were severely handicapped by their machinery it seems to me they would utilise this money or some of it in replacing, where necessary, with modern plant—£50,000 is a fairly useful sum to have available for such expenditure.

The Directors do not so utilise the funds at their disposal I am inclined to think the "antiquated machinery" does not worry them very much.—Yours faithfully,

SHANGHAI DOCK SHARE-HOLDER.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Allen's Creams, Charman's, Lait Charman's and Special Skin-Tonic and Face Charman's will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents in the north.

THE FIRE ON THE GERMAN MAIL STEAMER.

FURTHER PARTICULARS.

The news of the fire on board the "Scharnhorst" having proceeded her arrival at the German mail was waited with more than usual interest this week. Supplementing the brief account of the occurrence, which we published yesterday, we quote the following description from the *Singapore Free Press* of July 10th:

The outward North German Lloyd mail steamer "Scharnhorst," which was due to reach Singapore at five o'clock yesterday afternoon and was expected to arrive an hour or so within her scheduled time, came alongside the Borneo Wharf at half-past four o'clock, with her No. 4 hatch still emitting smoke as the result of a fire which had broken out in that part of the ship about noon, but which fortunately had been thoroughly extinguished while the vessel was still at sea. The first indications of the outbreak were observed just after midday, when smoke was seen issuing from the funnel. Immediately this discovery was made, the crew of No. 4 hatch were speedily removed, and willing volunteers from the other decks descended into the interior of the steamer to quell the conflagration. These salvage pioneers found that the seat of fire was in the compartment where were stored the ship's provisions. This room and its contents were then fully in the grasp of the conflagration and the men who had gone down first into the hold were compelled to beat a retreat in face of the force of the flames.

Captain J. Mass, the commander, thereupon ordered the ship's fire brigade apparatus to be put into action, and this was done with commendable dispatch and to such effective purpose that it soon became apparent that there was no danger of the fire spreading to other parts of the steamer.

Thanks to the promptitude of the officers and crew and the excellent results attending their labours in the burning hold, there was not the slightest sign of panic among the passengers, of whom the "Scharnhorst" carried quite a full complement. Indeed, so far from there being any alarm on board as a consequence of the outbreak the passengers met at the tiffin table in their customary numbers (while the fire was still under way), secure in the knowledge that all danger of the outbreak spreading throughout the ship was precluded not less by the excellent work of the fire extinguishing apparatus than by the thoroughly disciplined work of the crew who were ordered to fight the flames under the prompt and energetic supervision of the officers.

The contents of the provision room were almost all destroyed while the woodwork of the compartment and other combustible parts were damaged to a considerable extent by the flames. When once the lines of hose had been set to play into the burning hold, the whole place was soon under water and about half-past two o'clock—two and a half hours after the discovery of the fire—the last smouldering embers among the debris had been extinguished, though smoke continued to emanate from the charred and sodden goods until the "Scharnhorst" made fast alongside the wharf.

When the fire had been properly got under, the work of salvage was begun in the hold and it was then found that much of the water which had been poured down the hatchway had run into the mail room adjoining and had more or less damaged the mail bags. None of the mail matter, however, was destroyed by fire and a portion of this important part of the vessel's freight escaped unscathed though some of the packages were entirely soaked.

What the cause of the outbreak was is a matter of conjecture. There was no one in the hold when the fire broke out, and the most probable solution is spontaneous combustion. Chief Engineer Hartmann, in charge of the bridge and in the morning efforts were largely due to the speedy extinction of the fire. Equal praise is due to the Chief Officer, Mr. E. Tonne, the Second Officer, Mr. J. Martens, and the Third Officer, Mr. A. Schollerhausen.

The Post Office authorities were naturally anxious when they heard of damaged mails on board the "Scharnhorst." But their anxiety hardly could have anticipated such a task as they had to perform, the task of sorting and repacking the mails, soaked with water. It soon became evident that distribution last evening was an impossibility. The bags were carried in, and the Post Office floor soon was covered all over with dripping bags of mails from which the water oozed until it was inches deep. As each bag was opened, quilts, even galleons ran out, until it was necessary to sweep out the Post Office, as though there had been a burst water main—except that it was salt water.

The whole staff, headed by Mr. Wilson, the assistant Postmaster General, who is in charge here, turned to opening and spreading out the contents on bags, the dry parts of the floor, sorting tables and counters. It was not till long after ten o'clock that this was all completed, and the Post Office looked like a picture post card shop.

The letters and papers were left to dry all night, and this morning they will be delivered. The letters will get fairly dry; the papers probably not. The former suffer round the edges most; the latter will have to be handled carefully, as they seek to deal with here is small compared with what remains for other places. The whole of the Far Eastern mail has been under water, and as the "Scharnhorst" has to go on, and carry her mails, they must go on wet. What they will be like after a week's soaking, or a fortnight's, can hardly be imagined. The Bangkok mails were not sent on and have to be dealt with. Even if the Post Office can send officials by the boat to Hongkong, the opening and drying can hardly be effectively done on board, and there are all sorts of delicate questions of opening mails in transit to be considered. The "Scharnhorst" fire and mail damage is one of the biggest things that has happened to the Singapore Post Office for some time.

THE HONGKONG MAIL.

From Singapore reports it appeared, that the Hongkong mail had been seriously damaged, but such is, fortunately, not the case. From inquiries made at the Post Office yesterday, Mr. E. Cornwell Lewis, the Assistant Postmaster General, informed our representative that the damage done to the Hongkong mail was trifling. He was present during the sorting, and there was not one complaint about an indecipherable address. It appeared that the mails for Singapore and the Penang mails for Hongkong, received the most damage, they being on top of all the other bags, and consequently in a position to be deluged with the stream of water which were poured over the vessel to combat the fire.

According to Mr. Martin, superintendent of the registration and parcels branch, who was present when inquiries were

made, the only real damage was to the parcel post, and even the owners of articles in this could be found by the register. But a few of these, such as cheeses and silks, would be spoiled. Many letters and parcels were put out in yesterday's sun to dry when our reporter called, and when these were collected later the names of the addressees were visible in every instance.

MARINE MAGISTRATE'S COURT.

Thursday, 18th July.

BEFORE HON. COMMANDER BASIL R. H. TAYLOR, R.N. (MARINE MAGISTRATE).

CABLES BOATWOMEN.

At the instance of Lance Sergeant Sutton, five boatwomen were charged with failing to keep the "yulo" of their cargo boats out of water and rigged in, so as not to project outward, whilst lying alongside the s.s. "Hanoi." The defendants were found guilty, and in each case a fine of \$2 was imposed, the alternative being ten days' imprisonment.

BEFORE LIEUT. C. W. BROCKWITH, R.N. (ASSISTANT HARBOUR MASTER).

"GROSS NEGLIGENCE."

A charge of negligence in the performance of his duties was brought against Wong Kan, engineer of the private steam launch "Curlew," by Mr. T. W. Robertson, superintendent of the Wharf and Godown Co. That charge was heard by his Worship yesterday.

Defendant stated that he knew he had done wrong, but was very tired with much night work. The evidence of Nicholas A. Beltram showed that on July 10th, while going his rounds on the "Curlew," he noticed that both engineer and for-man were absent from the engine room. On searching he found them asleep on their benches, and the launch was being run by a boy of ten years who acted as a cook. Witness awakened the engineer, sent him down to the engine room, and later reported him.

His Worship found the defendant guilty of gross negligence, whereby a serious accident might have been caused. He also found there was no truth in defendant's statement that he had much night work, as the launch made only one trip every other night. He therefore ordered that his certificate be suspended for four months, and at the end of that time the defendant must pass an examination before it is returned.

TRADE AND COMMERCE.

TAIPEI AND NEWCHANG.

The value of imports at Taipei (Taipei) for last year was \$28,920,000 and of exports \$14,570,000, which compares with the value of \$17,530,000 for imports and \$27,193,000 for exports at Newchwang for the same year.

It will thus be seen that the imports of Taipei show an excess of over \$10,000,000 on the exports of Newchwang, while exports are some \$10,000,000 less, but in the aggregate Taipei is \$28,920,000 ahead of Newchwang—Japan Chronicle.

HEAVY IMPORTS BY THE JAPANESE GOVERNMENT.

A vernacular contemporary, the *Japan Chronicle* observes, points out that while private enterprises are now giving orders only for pressing needs, the Government is importing heavily machinery, shipbuilding materials, rails, and arms, which are arriving in large quantities. Every N.Y.K. steamer is filled with such cargo on its homeward bound voyage. The regular steamers of the Nippon Yusen Kaisha have proved inadequate, and the goods are being brought out by steamers chartered in England. The activity in the importation of the goods ordered by the Government may be judged from the fact that every steamer on the European line calls at Kobe, Yokohama, and other Japanese ports. This pressure of business in Government imports may last two or three months yet. Each steamer carries a cargo consisting of 3,000 to 4,000 tons of steel or iron and three to five 6-inch guns. The machinery and plant for the Hokkaido Steel Foundry and the materials for the South Manchurian Railway are also arriving in large quantities. Of the goods ordered by private companies, spinning machinery and plant are said to form the bulk.

THE CAMPHOR INDUSTRY.

Anxiety is felt in Japan in regard to the future of the camphor industry of the Empire. It is pointed out that the annual value of camphor produced in Japan has hitherto been \$1,000,000 and that of Formosa \$4,000,000, while the total demand for camphor throughout the world has amounted in value to \$5,000,000 or \$6,000,000. Thus the world's demand has been almost exclusively supplied by Japan. At this point, however, in increase in the demand for camphor, the price with the result that the production of camphor has largely increased in South China and elsewhere. Moreover the process of making artificial camphor is gradually being perfected, and the quality has improved so much that it can hardly be distinguished from natural camphor. Consequently its production has increased to a great extent, the output last year reaching a value of about \$5,000,000. Thus the production of camphor in the world has increased to a value of \$10,000,000 at a bound. Owing to the great industrial activity last year throughout the world, a profit of about \$800,000 was made on camphor produced in Japan (exclusive of Formosa). But the trade has now become greatly depressed, showing a tendency to over-production, and it is feared the depression will continue so long as no change takes place in the markets of the world, while if the production of artificial camphor increases the camphor trade of Japan will be greatly affected.

A NEW NOISELESS RIFLE.

Another motive of the campaign in which the American army overtook the Japanese in Italy in 1848, formed the subject of the last of the historical groups. Count Joseph Radetzky took the part of his grandfather and was followed by a brilliant staff and long columns of troops, dressed for the occasion in the uniforms of the middle of last century, many of which were taken from the museum at the Vienna Arsenal.

A short pause ensued, and then the second and longer part of the procession began to

SIXTY YEARS AN EMPEROR.

THE DIAMOND JUBILEE PAGEANT IN VIENNA.

Vienna, Friday, June 12.

The Emperor Francis Joseph, who is on the verge of seventy-eight years of age, stood for three hours to-day on the royal stand in the famous Ringstrasse to witness the passage of the most imposing national pageant in history.

For most of the time the sun was brilliant hot but the aged monarch seemed quite unconscious of the trying nature of his ordeal, and from beginning to end of the magnificent five-mile historic procession which passed before him was as intensely interested as any of the half-million persons whose privilege it was to be present.

The pageant, which was in celebration of the Emperor's sixty years' reign, had taken four months to prepare, and had cost \$250,000. It was on such an immense scale that the whole inner city of Vienna appeared to have been transformed into a vast theatre, with hundreds of thousands of spectators could watch the immense company of 20,000 performers, including 4,000 horsemen. Many spectators paid \$40, \$20 and even \$30 for the privilege of the pavilion which accommodated the royal party.

Austrian aristocrats of the most famous families marched or rode in the procession in the robes of their ancestors who had distinguished themselves and won their historic titles as statesmen and generals, hundreds of years ago. In many cases, too, they were the very armor and trappings of the time represented which had lain for centuries undisturbed in their family castles.

First came a group representing the founder of the Hapsburg dynasty, King Rudolph I., surrounded by the chivalry of his age. Most of the members of this group belonged to families which can trace their titles back to the time of Rudolph's reign at the end of the thirteenth century, and included Prince Auerberg, Prince Furstenberg, Prince Liechtenstein, Count Harrach, four Counts Kuenburg, and about forty other counts and barons whose families have proud distinction of being as old as the dynasty, the Austrian equivalent of the English "coming over with the Conqueror."

King Rudolph, represented by Count Ellis, carried his helmet in his hand and bowed to Francis Joseph as he passed, the monarch replying with a military salute to the greeting of his ancestor.

This group, like several of the others, afforded a remarkable study in medieval armor. The knights were all on horseback, and armed with lance and sword, and their helmets and shields were gay with the crests and emblems which are nowadays only emblazoned on the carriage panels of their descendants.

After King Rudolph followed a living picture of an expedition of Viennese citizens setting out to destroy one of the robber barons' castles which were a terror to the countryside in the fourteenth century. The artillery of the period—great catapults to throw stone balls—the ballists, and the battering ram and a kind of movable redoubt on wheels, excited much interest as they rambled slowly by.

Rudolph IV., called the Founder, formed the central figure of the next group. He was followed by builders, masons, and carpenters in the dress of medieval burghers dragging a model of St. Stephen's Cathedral which he founded, as well as the Vienna University—and by a number of church dignitaries in gorgeous vestments.

A procession of twenty knights, with attendants' grooms, and pages, on their way to a tournament was portrayed in the fourth group. The next group represented a particularly interesting scene in Austrian history—the double marriage of two grand children of the Emperor Maximilian, which brought the crowns of Hungary and Bohemia to the house of Hapsburg.

The aged Emperor Maximilian and the King of Bohemia were carried by in litter, and the Kings of Poland and Hungary rode on horseback in gorgeous costumes. After them followed the youthful brides, twelve and ten years old, in a golden carriage, accompanied by other carriages full of Court ladies, represented by a number of ladies of the aristocracy, dressed in ancient brocades and velvets.

Several military groups, representing the storms which the Austrian empire passed through in the sixteenth and seventeenth centuries, came next. There was the first siege of Vienna by the Turks, with a long column of kilted soldiers, and the mercenaries of the time, headed by Count Robert Balm, the descendant of Count Niklas Salm, who organized the defence of the city. The picture of the second Turkish invasion of Vienna showed the triumphal entry of the Polish army under King Sobieski into the city after his victory over the Turkish besiegers outside. He was surrounded by sons of the Polish noble families Lutomirski, Potocki, Sapieha, Zamojski, and others, whose ancestors distinguished themselves in the heroic defence of the city of Vienna.

The Thirty Years' War and the army of Prince Eugene supplied picturesque motives for two other groups, in the latter of which Prince Otto Windischgratz, the husband of the Emperor's granddaughter, rose as an officer of Prince Eugene's staff. A heavy siege train of eighteenth century cannon which have been preserved in the military museum of Vienna gave a special touch of actuality to this group.

A picture of the time of Marie Theresa followed, in which Princess Windischgratz, the Emperor's granddaughter, the Princesses Hohenlohe, Liechtenstein, Kinsky, and other ladies of the aristocracy, appeared in the robes of the aristocracy in old Court carriages to a fête at Schoenbrunn.

The sixteenth group represented the famous rising of the Tyrolese under their leader, Andreas Hofer, against the French invaders. Several hundred real Tyrolese peasants in national costume, armed with pitchforks, scythes, and axes, passed by, followed by the original wooden cannon bound with iron hoops, which was their only piece of artillery.

Another motive of the campaign in which the American army overtook the Japanese in Italy in 1848, formed the subject of the last of the historical groups. Count Joseph Radetzky took the part of his grandfather and was followed by a brilliant staff and long columns of troops, dressed for the occasion in the uniforms of the middle of last century, many of which were taken from the museum at the Vienna Arsenal.

A short pause ensued, and then the second and longer part of the procession began to

CHINESE QUESTIONS.

SIR ROBERT HART'S VIEWS.

Sir Robert Hart, shortly after his arrival in London, said, in a further interview with Reuters' representative, that owing to his official position there were naturally many questions connected with the Far East on which he did not feel free to express any opinion in public, he added, he had no objection to discussing informally some of the questions connected with China which were attracting general attention.

When questioned as to his views on the important question of foreign missionary enterprises in China, and particularly if he had any information on the reported intention of the Chinese Government to organize a Missionary Board for the purpose of regularizing the position of missionaries, Sir Robert Hart said: "I may state in the first place that I know of no unfriendly feeling on the part of the Chinese Government towards missionaries, and as a matter of fact mission work is being carried on peacefully all over the country without the apprehension of danger of any special kind. Of course, owing to the nature of things, it is impossible to say that trouble may not arise. Some local indiscretion or outbreak of local feeling may cause some disturbance and, in case of the sort, it is often quite impossible to separate the exact responsibility. It is obvious that isolated events of this kind may occasion results of which one cannot always see the end, but that there is any hostility towards the missionaries is contrary to fact."

"There are two classes of missionaries in China—the Roman Catholics and the Protestants. By an Imperial Edict issued a few years ago the Roman Catholic missionaries were recognized by the Imperial Government as a very special order. Their Bishops had red mitres and other honours conferred upon them, and the recognition of the Roman Catholics by the Chinese Government is of a very complete character. As regards the Protestants, they have never sought the same official recognition, but prefer that they and their work should be treated by the people on their own merits. They are doing very excellent work. I am a Protestant myself, but I have very great admiration for the work being carried on by the Roman Catholics who are much beloved by the people. The Roman Catholic method of working is different from that pursued by the Protestants. The Roman Catholics, without endeavouring to convert the adults, rather aim at getting hold of and training children. They are literally propagating Roman Catholic Christianity, which shows how with religion the best can be made of both worlds, and they are regarded with great love and veneration by their people."

"On the question whether there is still any general anti-foreign feeling in China, Sir Robert Hart said: "There is no such thing as anti-foreign feeling in the country. It is always easy by the practice of injudicious methods to bring about local trouble, and the wonder is that there has been so little of it rather than that there has been any."

"Turning to the question of British trade, the Inspector-General remarked: 'The British merchants have not lost anything of the trade they already possessed, but in the matter of the increased business this is very largely in the hands of new men, Germans chiefly. I have heard people say that the British merchant is very conservative, and that his attitude is that of 'If you like my goods take them,' while the German trader is more anxious to find out what is required and to adapt his goods to the requirements of the prospective customer. Naturally the German goods more often find their way to Japan, whereas Japanese traders in a small way all over the country, and they are making a bid for business in every direction. But at present this seems to apply more to small traders than to big merchants."

"As to the relations of China with Tibet and the provisions of the Treaty recently signed in India, Sir Robert Hart said: "I know that the Chinese Government has seriously in view the question of Tibet, and that it is considering arrangements for developing Tibet on commercial lines, and also for the establishment of a postal system. In fact China means to do something in Tibet, where her position has been strengthened as a result of the events of the last few years."

In conclusion, Sir Robert Hart said: "It is, of course, quite impossible in the course of a brief and informal conversation like this to give an adequate idea of my impression of over fifty years of China. I would only say that the changes that have been brought about in that vast Empire during the period since 1800 form perhaps the most interesting and extraordinary epoch of the many years I have spent in that country."

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Hongkong, 14th July, 1903.

service. In four or five years these should be in a position to be admitted to the service so that, as time goes on, the foreign element will gradually disappear. But, of course, during the currency of the loans the Customs service will remain much as it is now under an Inspector-General.

With regard to the situation created in the Far East as the result of the weakening of China and the new position of Japan, particularly with regard to what is popularly called the "yellow peril," the Inspector-General said: "Frankly, I do not believe in what you call the 'yellow peril.' In my book I referred to the active part that China must take in the history of the world, and my object was to show that China should be treated with sympathy and consideration. One must ignore the fact that China has a great future before her, and when China becomes a world Power it will be all the pleasure to realize that the attitude towards her was one of sympathy. For I do not see what can possibly prevent China from becoming a world Power. China has commenced reorganization in all departments of life, but she cannot go quickly. The power will come slowly, but that it must come, later perhaps rather than sooner, is certain, and it is not very likely that this slow and gradual growth will change a friendly into an aggressive Government. Japan has taken such a position in the world that she will probably be the leading Power in the East. China is much impressed with the successful way in which Japan has advanced during the last decade or two, and she is anxious to be as well organized as Japan. On the other hand, both Japan and China will be competing with the rest of the world very successfully in commercial matters, and both will be a better position for their own defence against Western attacks than they were before."

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SHIPPING NEWS.

LATEST STEAMER MOVEMENTS.

The Ben Line s.s. *Bendish* from Antwerp, Middlesbrough and London, left Singapore on the 15th inst. for this port.

The Indo-China s.s. *Laisang* from Calcutta and the Straits left Singapore for this port on the 16th inst. afternoon.

A STEAMER WRECKED IN THE RED SEA.

The steamer *Norman Isles* from Bangkok has been wrecked off Nas-sala and plundered by Somalis. The captain and crew reached Aden on June 30th. The "Norman Isles," a Norwegian vessel, registered at Tonsberg, is a steel screw steamer of 7,053 registered tonnage, and 2,190 net tonnage. She has been twice in 1896 by Messrs. W. Dordick and Sons, owners are the Aktieselskab *Norman Isles* Co., and her commander is P. Sorenson. The dimensions of the "Norman Isles" are 312 feet in length, 45.6 breadth, and 24.7 depth. She left Manila on the 13th May last and arrived at Bangkok on the 20th of that month. She was on her way home when the disaster occurred, and presumably the Somalis have made a big haul of rice amongst the plunder.

CHINESE STEAMSHIP CONNECTION WITH THE TRANS-AMERICAN RAILWAY.

The following extract from a London Shipping paper: "The interesting announcement is made that an enterprising Chinese Steamship Company, known as the Eng Hok Tong Steamship Company of Hongkong, will shortly commence a new service between Southern China and the port of Calcutta, via the route of the Trans-Asian Railway. On the Pacific the Eng Hok Tong Company will run a line of freight steamers between Hongkong and Salina Cruz, and the Wolin Steamship Line will operate a connecting service from Calcutta to the Atlantic terminal of the Trans-Asian railway. The Eng Hok Tong, with the China Merchants Steamship Company, has been operating a line for some time between Hongkong and Salina Cruz with chartered British vessels. The Wolin Line is operated by a Cleveland firm, and runs steamers from Calcutta to various ports. The establishment of the connection by way of the Trans-Asian railway will have an effect upon the transportation of steamers and further charges."

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MAKERS OF REPUTE

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WILL BE STORED UNTIL REQUIRED

CASH OR CREDIT

ROBINSON PIANO

Co., Ltd.

Hongkong, 13th July, 1903. 36

cotton to South China from the Southern States a business now enjoyed to a great extent by the railways and connecting lines via Pagar Bond and San Francisco. Much of the cotton will now be hauled by way of Galveston and sent by the connecting lines.

THE MARINE INSURANCE MARKET.

Recent allusions to the long experience of certain underwriters in the market, a writer in the *Times* states, has prompted inquiries as to the sort of conditions which prevailed when they started business. A comparison of the conditions existing, say, at the end of the seventies with those obtaining to-day shows such great changes to have occurred that it may be useful to set them down. Then Liverpool was a great underwriting centre; to-day, except for agency business, its power is considerably curtailed. Year by year more business has been attracted to London; the companies have had their full share, and the scope of Lloyd's has increased steadily and handsomely with the result of, or as an effect of, the development of powerful underwriting syndicates. The foreign agency business, originally exploited by Liverpool, has been adopted and nurtured by the London companies, but, though to-day it forms an important part of the business of London and Liverpool, it is scarcely sought. In all foreign centres there is some scrambling for the best that is going, but when the joint is secured there is found to be scarcely anything on the bone. Indeed, the problems which confront company directors and managers do not seem simple of solution. On the one hand they are faced by severe competition on the other by heavy expenses. With these conditions before them it is the opinion of underwriters well tried and experienced in their profession that the men who are to conduct the company business in the future will need to be exceptionally clever and well trained. But it is difficult to see how these conditions can be fulfilled since the office to-day lacks the power which once possessed of drawing the best men away from Lloyd's. It may also well be asked if they are making every endeavour to train the men whom they have and upon whose skill so much depends in the future.

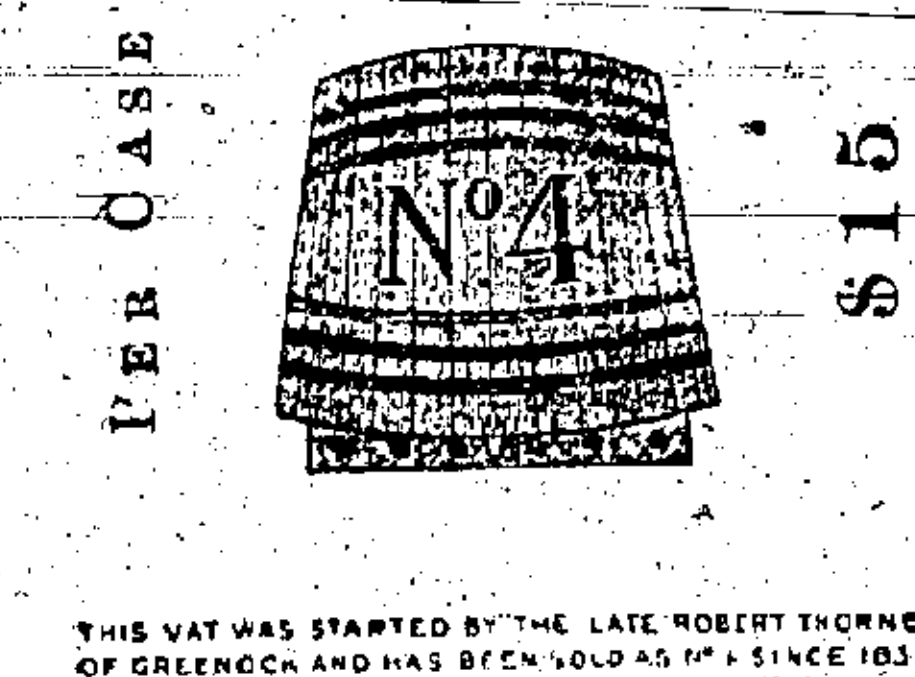
JAPAN-CHINA-JAPAN LINE.

The following details are derived from the annual report of the Japan-China Japan Line. In the preceding year 15 voyages were performed on the contracted route; eight voyages from Japan to Japan and back, and seven from Japan to China and back via Saigon. The results of the working have not been remunerative, principally owing to the low rates of freight and the abundant offers of shipping, especially from the Japanese side. Another factor was the depressed economic condition of Japan and the bad condition of trade in China owing to the considerable fluctuations of the dollar exchange, which was an enormous obstacle to business, and moreover the low rate of exchange necessitates the reserve of a large part of the profit. The high prices for coal increase the working charges, and finally heavy expenses were required by repairs to the boilers of the steamer *Tijlart*, which was withdrawn from the service during a considerable time. The carriage on the outward voyages increased, so that several steamers had to be taken up on charter, but little cargo was to be obtained for the home voyages on account of limited tonnage. It was found that the Japanese coal, owing to its position on the coast, was very low level. The writing off on the last year, on the same basis as in the preceding year, while the balance of the charges for establishment of \$5,000 are entirely written off, and further \$2,740 are reserved for differences in exchange to compensate the loss in value of the assets in East Asia. The insurance fund "own risk" left a profit of \$12,561, of which \$1,709 is reserved for payment of unsettled damages. The balance of the profit, \$1,333, will be carried to new account. The profit and loss account shows the following figures:—Profit on the service, \$4,484,286, from which is to be deducted an amount of \$2,702,255 for writing off on the steamers and further charges.

FRANZ JOSEF



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NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length...	722 feet.
Length on Blocks...	714 "
Width of Entrance on Top...	864 "
Width of Entrance on Bottom...	854 "
Water on Blocks at Spring Tide...	34 "
DOCK No. 1.	
Extreme Length...	523 feet.
Length on Blocks...	513 "
Width of Entrance on Top...	88 "
Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tide...	64 "
DOCK No. 2.	
Extreme Length...	871 feet.
Length on Blocks...	850 "
Width of Entrance on Top...	86 "
Width of Entrance on Bottom...	53 "
Water on Blocks at Spring Tide...	22 "

PATENT BUILDING
Suits for vessels up to 1,000
THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
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BOILERS, and also ELECTRICAL
WORK.
A LARGE STOCK of MATERIAL is
always kept on hand.
The "GOLDEN" has the powerful steam-
"GOLDEN" 712 tons, 700 H.P.
specially built for SALVAGE PURPOSES
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Short Notice. 908

KIDNAPPED.

A HONGKONG BOY'S ADVENTURE.

The following story of a Queen's College
lad's experience is related in the July number
of the College Magazine—
Lai Suk-kai is now in Class II B. At the
last Annual Examination, he got a good place
in III C, and thus earned, and was given,
promotion just before leaving this Colony for
his holidays. He little thought, when he had
his last glimpse of the College buildings, as his
steamer slowly whirled her way down the
crowded harbour, that he would have to go
through the extraordinary adventure here
recorded, before he could actually take his place
in his new Class. The facts that we are about
to narrate were taken down from Lai's own
statements.

Lai-pin-fong is a village of some six or seven
hundred people in the district of Ho-ang, and
about four li from Hong-mai, in Sai-ni. The
whole locality is agricultural, and, as is usual in
the country, particularly so in the winter
months, people retire early. It was in Lai-pin-
fong that Lai was spending his New Year
holidays. His parents' house is rather isolated.
On the 8th of the first Chinese month (i.e.
February 9th) Lai's father was detained in
Hongkong in connection with business, and
the people actually in the house
were Lai's mother, an old lady of fifty-
four, a young sister, a sister-in-law with
two children aged six and three respectively,
three women servants, and Lai himself.
About midnight, after moonset, the entire
household was suddenly awakened by unusual
noises. A band of from sixteen to twenty men,
armed with repeating rifles, revolvers, and
swords, and carrying smoking torches, broke
into the dwelling. They demanded all the ready
money available. Then, they set to work and
plundered the house, damaging and ransacking
wherever they thought there was likelihood of
anything being stowed away. In this manner,
they collected money, clothes, and personal
ornaments, to the value of over \$1,000. The
women and children were terror-stricken and
in tears, for it is well-known that men of this
stamp are utterly callous and devoid of all
feeling; they think nothing of taking human
life on the very slightest provocation. Their
visit lasted about an hour. When they
had gathered everything that was at all
worth carrying off, having uttered the most
horrible threats of instant death to any
one who should attempt to raise an
alarm, they departed, leaving Lai with them,
but telling his sobbing relatives they would
release him on the outskirts of the village.
This however was not what they did; for, when
they reached the open country outside the vil-
lage, they informed Lai that they would only
set him free again for a heavy ransom. They
knew that the boy's father was a fairly well-to-
do merchant in Hongkong, and they were
determined to make him pay heavily for his
son's release.

They had extinguished their torches and
cast them aside, as soon as they left the
house, and with Lai in their midst moved
swiftly and noiselessly across country to Kong-
mi, a place some four li off. They had to find
a small river to do this. Having reached their
rendezvous in Kong-mi, they put a chain
about Lai's ankles, and bound his wrists with
ropes. It must have been between two and
three a.m. when they reached their destination.
For the rest of the night, as can easily be
imagined, Lai got no sleep. During the early

morning he was given a meal, after which he
was called upon to write a dictated letter to his
father in Hongkong, telling him of his plight,
and stating in the most pathetic of fact manner
that, unless he were ransomed within a certain
time, he would be put to death. A
reasonable time, he would be put to death. A
sum of \$10,000 was first demanded; but when this
and other smaller sums failed to elicit a satisfac-
tory response, the amount asked for was reduced
to \$700. In all, some ten such threatening
letters were despatched. The father, after
prolonged negotiation, agreed to pay \$700 on the
28th of the second moon. But, on the
morning of that day, a company of some forty
Chinese soldiers came up and ransacked Lai from
the clutches of the desperadoes. Approaching
the house soon after daybreak, they fired their
rifles, and the single robber then on guard fled
from the back, and got away unharmed. Lai
guessing at once how matters stood, but
not far off the mark, he should be
mistaken for one of the band, called out
as hastily as his weakened condition would
permit: "Kau meng! Kau meng! [Save Life!]
Save Life!"

He had been held captive forty-eight days,
during which time he had been given two good
meals a day. He had also been allowed to wash
his face and hands once each day; but he had
had no regular bath, and his clothes had been
absolutely unchanged during the whole period.
His state more easily imagined than described.
When he was discovered, he was unable to
stand, and he was carried off on his shoulders.
A soldier however, took him on his shoulders to
their boat, and thence, by steam-launch, to Chan
Tsun to see the local Dip-foi (Deputy Lieuten-
ant Governor). After a stay there of two days,
chiefly for purposes of examination and enquiry,
he was escorted home by a small party of soldiers.
Before leaving Cha-tau the part of soldiers
in which the robber's house was situated, the
building where Lai had been held captive, was
razed to the ground. The rigid confinement
had so enfeebled Lai that a month's nursing
and rest were needed to restore his strength,
and to give him the full and free use of
his lower limbs. He returned to school on the
1st of May; but even now (mid-May),
says he, he feels the effects of his severe
treatment. At times the men struck him
with sticks, saying that he was giving
them untrue and misleading information
concerning the wealth of his father. They
knew that the latter was in business in
the Nam Pak loang in Hongkong. They wanted
to know how many shops he had engaged in
business, and what house property he owned.
Lai, however, gave them the minimum infor-
mation. They kept the terror of death constantly
before him, telling him that even in the remote
contingency of Provincial soldiers being sent to
effect his recapture, he would not escape, for,
on the appearance of the soldiers, they would,
they said, put a bullet through his head. The
number of men present in the present house
of detention varied; sometimes there were four,
at others only one or two. When the soldiers
actually appeared, only the robber leader was
there.

During his confinement, Lai lived in no
fewer than four separate houses. The first
was a dilapidated building, where he
was surrounded by the entire band, his stay
there was only for three days. He was then
moved to an ordinary dwelling house in the
same village, owned by a middle-aged couple,
who, although not an actual robber, was evidently
a confederate, for he was charged with Lai's
safe custody. Lai was in this man's keeping
for nine days, during the whole of which time
he was kept in his bed, not being allowed to

walk a single step. The man's crippled
condition was possibly the cause of this close
confinement. Lai was afterwards taken to
another small house not far off, owned by the
robber's eldest, and here he was kept for close
upon five weeks. His movements were not
quite so restricted; he was allowed to walk
round the room with his feet free and his hands
unbound, for about half an hour after each meal,
during which period he was very narrowly
watched; after this brief time of freedom, his
hands and feet were again shackled. He was
not once shaved during the whole period, so
that his personal appearance at the end, was not
very prepossessing. The dull monotony of his
days was varied by frequent soundings, although
occasionally he was kindly addressed. He was
finally moved to a broken-down, ramshackle old
shop, still in the same village, where the fur-
niture was so little that Lai was called upon to
sleep on the floor. It was from this house that
his capture was effected. The long confine-
ment, and the rigorous exclusion from all out-
side communication had by this time reduced
Lai to a truly pitiable state, and he began to
despair of ever seeing his family again. It
seems that this particular robber band is
notorious, and that they have put to death
more than one of those they have held for
ransom. This gruesome information was
delivered to Lai in an avowed manner as
possible. When discovered, Lai was quite
unable to walk; his legs were swollen, and he
was in a state of prostration, physical and
mental, closely approaching collapse. Mendeine
his family had moved on from the village to
Canton, where they were overjoyed to see him
again. Like him, they too had lost all hope.
He was released on the 28th of the second
moon; but a period of close upon five weeks
rest and treatment were required before he
was sufficiently well to return to his studies.

Lai's father paid the soldiers about \$350 for
their work of rescue. He was, it appears, quite
well known in Kong-mi where he was detained
so long; but, as his movements from one house
to another had always taken place very late at
night—and in native villages no one but robbers
and wild beasts are encountered out of doors
after sunset and sunrise he has never been
only the robber. A petty thief had been
caught by soldiers, and this man had guessed
where Lai was confined owing to the movements
of the robber chief. He communicated his
suspicions to the authorities and was promised
his own liberty if what he had said should turn
out true. It was this chance information which
really led up to Lai's ultimate rescue.

FIREFLOATS AT SHANGHAI.

For support and riverside towns floating
steam fire engines form most adequate and
powerful means of coping with large conflagra-
tions. The Shanghai Harbour Board has had
a Merryweather firefloat in service for the past
six years, and in view of the enormous quantity
of shipping and property at risk, it is putting
into service a second vessel of this description.
The hull is being built at Shanghai, and the
entire machinery for fitting up on board has
been constructed by Messrs. Merryweather &
Sons, of London, and has just been shipped to
its destination. It includes a quick steaming
boiler of the fire engine type, a double cylin-
der vertical propelling engine, with single
screw, to give a speed of 9 to 10 knots, and a
powerful double cylinder fire pump of the firm's
patent Admiralty "Greenwich" pattern, capable
of delivering 1,500 gallons per minute, discharg-
ing through a monitor in the large stream, or
through a delivery head, each with three
nozzles, in the event of a number of jets being
required. Arrangements are also made where-
by the pump can be employed for salvage
operations. Feed pump, feed heater, donkey
pump, and all necessary piping for connecting
the various parts of the machinery, are also
included, all complete and ready for fitting up
on board. The boiler can raise steam to work-
ing pressure in about ten minutes from cold
water, but this time will be lessened by the
employment of a boiler heater, by means of
which the water in the boiler will always be
kept hot. The vessel should prove a valuable
asset to Shanghai's fire-fighting plant.

CONSULS AND BRITISH FOREIGN TRADE.

At a recent meeting of the Kidderminster
Chamber of Commerce Mr. John Brinton called
attention to the great loss to British trade
which resulted from the trading interests of
this country not being sufficiently looked after
by our Consuls in foreign countries, and said
it was high time the Chambers of Commerce and
traders generally raised such a vigorous cam-
paign on the question of something being done
by the Government to remedy a state of
things which was most prejudicial to British
trade. He had been looking into the matter,
particularly with regard to Turkey, and found
that inefficient representation of British inter-
ests there was resulting in a diminishing trade,
and the annual report of the Kidderminster
Chamber of Commerce which had just been issued
incidentally referred to the same sort of thing
taking place in other countries. It was of course
important that Great Britain should be well
represented commercially, and her interests
sufficiently looked after in all countries,
especially as she had under the present fiscal
system, to make a present of a great deal of her
trade to foreigners, who insisted on every
barrier being raised against the admission of
British goods into their countries. He was an
old disciple of Cobden, but they had found out
what a most unfortunate mistake Cobden made,
and how the policy he advocated had been easily
used against them. He suggested that they
should get other Chambers to join with them
in urging the Government to appoint a Minister
of Commerce, who would take charge of the
Consuls and foreign trade representatives, and
see that they did their duty to British trade.
It was more than strange that a manufacturing
country should have been so long without a
Minister of Commerce, and if there was money
enough for millions to be thrown away on old-
age pensions, surely the amount necessary for
the payment of a competent Minister of Com-
merce could be found.

The President (Councillor Johnson) said the
resolution of the Associated Chambers of Com-
merce in favour of a Minister of Commerce
had become a yearly annual. He agreed with
all Mr. Brinton had said as to the importance of
British trade being properly represented in
foreign countries. In the last 20 years they
had lost 70 per cent of their trade with Turkey.
What was the reason? He suggested that they
should get other Chambers to join with them
in urging the Government to appoint a Minister
of Commerce. He could get no help at all
from the British officials, but when he went to
the German officials (and Germany was supplant-
ing England in trade matters in Turkey to a
large extent) he got all the help he wanted, and
a lot of trade as a result.
The following resolution was unanimously
adopted: "That the Chamber is strongly of
opinion that the time has come, in the interests
of trade, for the establishment of a Minister of
Commerce, and this Chamber ask other Cham-
bers to support them in a memorial to the
Prime Minister on the subject."

Mr. Brinton said it would be well if people
could only be got to realise the urgent necessity
of the question, for the state of trade was now
very serious indeed, and he was afraid there
would be a great deal of unemployment next
winter.

THE OLYMPIC GAMES IN LONDON.

LORD DESBOROUGH AND HIS EXPLOITS.

Fry's Magazine for April contained a sketch
of the man behind the Olympic games. Lord
Desborough, president of the British Olympic
Association, has been described, says Mr. A.
Wallis Myers, as a sportsman who, "with the
skill of a D'Artagnan unites the strength of a
Perthes, the heart of an Athos, and the body of
an Englishman." The writer might perhaps
have added "the enthusiasm of a Santos
Dumont, and the strenuous endeavour of a
Roosevelt."
Lord Desborough, succeeded Cecil Rhodes as
Master of the University Dragbonds at Oxford.
He is now living at Taplow Court, surrounded
by trophies of his exploits. Lord Desborough
has shot something like 500 stags in Scotland
alone. After describing the souvenirs of the
chase, the writer says:—Ereath were the foils
which "young dars devil (Grenfell)" won at
Harrow and Oxford, and the weapons which
secured him the Epee fencing prize at the
military tournament in 1904 and 1905, as
well as those he bore with distinction in
three international contests—at Paris, London,
and Athens. He has again won the school and
college photographs, especially noteworthy in
this instance, for among other things, they
reminded one that Lord Desborough was pres-
ident both of the Oxford University Athletic Club
and the Oxford University Boat Club—a unique
honour—a member of two Harrow cricket
elevens, and afterwards of the Oxford crew which
rowed the famous dead-heat which Cambridge in
77.

This great athlete climbed the Matterhorn,
Monte Rosa, and the Rothhorn in eight days; he
has been seen across the Niagara below the
falls, he is a great pedestrian, and quite recently
he walked fifty miles in one day. In Taplow
Court there is a case containing one scale
from each of a hundred tarpon which he
caught in a three weeks expedition in
Florida. On each scale is written the weight of
the fish from which it was taken, the biggest
having weighed 182 lbs.

Speaking of the prospect at Shepherd's Bush,
Lord Desborough said that the cycle track,
outside the running path, would be one of the
finest ever constructed. On one side a swim-
ming-pool has been constructed, and the centre
of the pond has been excavated to a depth of
12 ft. 6 in. in order to allow for high diving. The
total expenses of the Stadium will exceed
£55,000. The opening ceremony will begin with
a grand procession of two thousand athletes,
who are all to be housed in London, and excu-
sion are being arranged for them as far
as possible as Windsor Castle, Oxford
and Cambridge, America and Sweden are
each sending over a hundred and picked
men, and every civilised nation will be repre-
sented by leading amateurs in every branch of
athletic activity.

The ideal of the Olympic games, Lord
Desborough says, is something more than an
international athletic rivalry. It is hoped that
by these quadrennial gatherings a spirit of
friendship may be promoted between coun-
tries which otherwise would see little of each
other.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns,
3,000 h.p., Comdr. C. T. Fuller, Weihaiwei.
Astraea, 2nd class cruiser, 4350 tons, 10 guns,
7,000 h.p., Captain F. E. C. Ryan, Weihaiwei.
Bedford, British cruiser, Capt. S. E. Erskine,
E. N., Weihaiwei.
Bramble, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. Hon. R. O. D. Bridgman, Hong-
kong.
Britomart, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. F. B. Noble, Yangtze.
Cadmus, British sloop, 1970 tons, Comdr. B. L.
Majendie, Weihaiwei.
Clio, British sloop, 1970 tons, Comdr. C. D.
S. Raikes, Shanghai.
Fame, torpedo-boat destroyer, 310 tons, 6
guns, 5700 h.p., Lieut. Comdr. Gresson,
Weihaiwei.
Flora, 2nd class cruiser, 4350 tons, 10 guns,
7,000 h.p., Capt. Roland Nugent, on route
Weihaiwei.
Handy, torpedo-boat destroyer, 295 tons, 6 guns,
4,000 h.p., Lieut. Comdr. W. H. Darwall,
Weihaiwei.
Hart, torpedo-boat destroyer, 295 tons, 6 guns,
4,000 h.p., Lieut. Comdr. G. C. Dickens,
Weihaiwei.
Janus, torpedo-boat destroyer, 320 tons, 6 guns,
3,900 h.p., Lt. Comdr. C. A. Freemantle,
Weihaiwei.
Kent, armoured, 3,800 tons, 14 guns, 22,000
h.p., Capt. G. C. A. Marécaux, Weihaiwei.
King Alfred, British cruiser, Flag ship of
Vice Admiral the Hon. Sir Hedworth
Lambton, Commander in Chief, 14,100 tons,
Capt. L. Clinton-Baker, Weihaiwei.
Kinshira, river gunboat, 616 tons, Lieut. Comdr.
Sidney H. Tennyson, Yangtze.
Merlin, surveying ship, 1,600 tons, 6 guns, 1,400
h.p., Comdr. R. H. Wallis, Josselyn.
Monmouth, cruiser, 9800 tons, Capt. G. W.
Smith, on route Weihaiwei.
Moonchen, river gunboat, 180 tons, 2 guns, and
Lieut. Comdr. C. C. Walcott, West River.
Nightingale, river gunboat, 85 tons, 240 h.p.,
Lieut. Comdr. R. S. Roy, R.N., Yangtze.
Otter, torpedo boat destroyer, 335 tons, 6 guns,
6,300 h.p., Paid off.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. J. White, West River.
Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. H. R. Tickell, Hong-
kong.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. Alan Dixon, Yangtze.
Taku, torpedo boat destroyer, Bon. Strath,
Hongkong.
Tamar, receiving ship, 4,500 tons 6 guns,
Commodore Stokes, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, Lieut.
Comdr. H. R. Godfrey, Yangtze.
Thistle, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. H. T. Atlay, Hongkong.
Vivango, torpedo-boat destroyer, 335 tons, 6 guns,
6,300 h.p., Paid off, Comdr. Stevenson,
Weihaiwei.
Waterwitch, surveying ship, 620 tons, 450 h.p.,
Lieut. Comdr. H. P. Douglas, Port Swet-
tenham.
Whiting, torpedo-boat destroyer, 330 tons, 3
guns, 5,900 h.p., Lieut. Comdr. J. Kiddie,
Hongkong.
Wildgoose, gunboat, 195 tons, 2 guns, 800 h.p.,
Lieut. Comdr. John F. Kitch, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Comdr. H. R. V. Cottrell, Dormer,
Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut. Comdr. G. R. Livingstone, Yangtze.

INSURANCES

**NORTH BRITISH AND MERCANTILE
FIRE INSURANCE COMPANY.**
TOTAL FUNDS at 31st DECEMBER, 1905
£17,387,110.

AUTHORISED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 697,500 0
FIRE FUNDS... 3,386,720 10 8

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 27th April, 1907. 1019

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

CARLOWITZ & Co.
Hongkong, 13th August 1906 28

AACHEN AND MUNICH FIRE IN- SURANCE CO. OF AIX-EN-CHATELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. 114

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

"S.S. "BENLARIQ"
FROM LEITH, MIDDLESBRO, LONDON
AND STRAITS.

CONSIGNEES of Goods hereby informed
that all Goods are being loaded at their
risk, into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Ltd., whence and/or from the wharves delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 17th inst., will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 21st
inst., or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 17th inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 16th July, 1908. 1055

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS
in CHINA AND JAPAN for the above Lin
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with Indo-
China-STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPT. PORTS every fortnight.
For Freight and further particulars,
apply to
HODWELL & CO., LIMITED
General Agents for China and Japan
Hongkong, 4th August, 1898.

DR. M. H. CHAUN,

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL,
HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. 477

SANG MOW. RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES &
LONG CHAIRS.
BAMBOO BLINDS, MATTINGS
in all colours on Sale.

All Orders receive prompt attention.
59A, QUEEN'S ROAD CENTRAL,
HONGKONG.
Hongkong, 20th February, 1908. 401

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PRESS" Office.

THE OLD SURE CURE FOR

HEADACHE,
WIND,
OPPRESSION,
LOSS
OF APPETITE
AND

For nearly forty years Mother Seigel's Syrup has gone on curing
indigestion and all digestive troubles, till the name has become
a household word in every part of the world. Its great power
is due to the fact that it cures perfect action of the stomach,
and liver, and cleanses and invigorates the whole system. It
thus cures by rendering indigestion, biliousness, and all kindred
ills quite impossible.

ALL STOMACH DISORDERS

"For quite a long time I was a martyr to indigestion. Instead of
being nourished by what I ate I got nothing but pain both in
chest and back. But thanks to Mother Seigel's Syrup I was
soon entirely free from the pains and able to eat anything. I
am quite well now." From Mr. W. A. Nicholas, 22, Walpole Road,
Chilton Hill, New Cross, London, S.E. Jan. 11th, 1908.

IS MOTHER
SEIGEL'S
SYRUP

Mother Seigel's Syrup is now also
prepared in TABLET FORM and
sold under the name of Mother
Seigel's Syrup Tablets. Price 2/6



NOTICE.

PUBLIC ATTENTION is drawn to the fact that at the present time many brands
of CONDENSED MILK are being offered for sale bearing labels so nearly
resembling that of the original "EAGLE" brand Milk manufactured solely by
BORDEN'S CONDENSED MILK CO., of New York, as are calculated to deceive the
purchasers of this real article.

As an additional protection, all purchasers of BORDEN'S "EAGLE" BRAND MILK
are requested to note that every tin of same bears the signature of GAIL BORDEN, the
original manufacturer, on the label. BORDEN'S "EAGLE" BRAND MILK is the
only milk of which the reputation of being the milk par excellence and without a rival in point of
quality and purity.

Owing to BORDEN'S special and exclusive process of manufacture both their
"EAGLE" and "GOLD SEAL" Brands are specially recommended for use in tropical
climates, they being guaranteed to keep better than any other Condensed Milk offered to
the public.

For BORDEN'S CONDENSED MILK CO.,
CONNELL BROS. COMPANY,
Sole Representatives in Hongkong.
1083

Hongkong, 17th July, 1908.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

TO	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SYBIA and YOKOHAMA	SCOOTRA	4 P.M., 17th July	Freight and Passage.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PORE, PENANG, COLOMBO, and PORT SAID.	DELTA	5 P.M., 20th July	Freight only.
SHANGHAI	DELTA	About 23rd July	Freight and Passage.
LONDON via USUAL PORTS	DEVANHA	Noon, 25th July	See Special of Call.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 17th July, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"LUCHOW"	On 17th July, 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 18th July, 7 A.M.
KOBE and YOKOHAMA	"CHINGTU"	On 18th July, 4 P.M.
MANILA	"TAMING"	On 21st July, 4 P.M.

MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th July, 1908.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
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TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports, also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SYLVIA ... About 22nd July	FOR HAVRE & HAMBURG: S.S. ISTRIA ... 26th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. YANDALLA ... About 25th July	FOR MARSEILLES, ANTWERP & HAMBURG: S.S. C. FERD. LAEISZ ... About 30th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... About 28th July	FOR HAVRE & HAMBURG: S.S. SAXONIA ... 9th Aug.
	S.S. SYLVIA ... 23rd Aug.
	S.S. SLAVONIA ... 6th Sept.
	FOR MARSEILLES, ANTWERP & HAMBURG: S.S. SPEZIA ... About Mid. of Sept.
	FOR HAVRE & HAMBURG: S.S. AMBRIA ... 20th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 16th July, 1908.

Hongkong Office.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"CHOYBANG"	Friday, 17th July, Noon.
MANILA	"LOONGSANG"	Friday, 17th July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Saturday, 18th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Thursday, 23rd July, Noon.
MANILA	"YUENSANG"	Friday, 24th July, 4 P.M.

RETURN TOURS TO JAPAN.

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The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

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Hongkong, 17th July, 1908.

GENERAL MANAGERS.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
RUBAT & SANDAKAN	"BORNEO"	End of July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 3rd July, 1908.

CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

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PROPOSED SAILINGS:

AMIRAL EXELMANS	25th July	MALTE	12th Oct.
OUESANT	27th Aug.	CEYLAN	28th Nov.
		CORSE	11th Jan. 09

† No Passengers. † Intermediate Class and Rates of Passage.
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P. NALIN, ACTING AGENT,
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Hongkong, 4th June, 1908.

782

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STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
EUBI	2540	R. W. Almond	Manila	On 18th July, Noon.
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SHEWAN, TOMES & CO.,
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Hongkong, 6th July, 1908.

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

For GENOA, MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.

The Company's Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9000 Gross Reg.—Captain F. L. Sommer)

Will be despatched as above on WEDNESDAY, 12th August, at Daylight. Every known Comfort provided on Board for Travellers: First Class State-rooms Amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest Passage Rates to Europe and Around the World. For further particulars, apply to

1909

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NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, COLOMBO, and PORT SAID	SADO MARU, Tons 6227, Capt. Gao, Anderson.	WEDNESDAY, 22nd July, at Daylight.
YOKOHAMA, KOBE and PORT SAID	BINGO MARU, Tons 6217, Capt. A. Christiansen.	WEDNESDAY, 5th Aug., at Daylight.
YOKOHAMA, KOBE and PORT SAID	SHINANO MARU, Tons 6385, Capt. K. Kawara.	TUESDAY, 21st July, at 4 P.M.
YOKOHAMA, KOBE and PORT SAID	AKI MARU, Tons 6144, Capt. M. Yagi.	TUESDAY, 18th Aug., at 4 P.M.
YOKOHAMA, KOBE and PORT SAID	KUMANO MARU, Tons 5076, Capt. N. Matheson.	FRIDAY, 7th Aug., at Noon.
YOKOHAMA, KOBE and PORT SAID	YAWATA MARU, Tons 3817, Capt. K. Homma.	FRIDAY, 4th Sept., at Noon.
YOKOHAMA, KOBE and PORT SAID	RAGHESA MARU, Tons 4877, Capt. T. Arakawa.	FRIDAY, 17th July, at Noon.
YOKOHAMA, KOBE and PORT SAID	AWA MARU, Tons 5309, Capt. A. Keith.	FRIDAY, 24th July, at Noon.
YOKOHAMA, KOBE and PORT SAID	YETOROFU MARU, Tons 4165, Capt. K. Sato.	MONDAY, 27th July, at Noon.
YOKOHAMA, KOBE and PORT SAID	YAWATA MARU, Tons 3817, Capt. K. Homma.	WEDNESDAY, 5th Aug., at Noon.

† Fitted with Marconi's System of Wireless Telegraphy.

† Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 16th July, 1908.

T. KUSUMOTO,
MANAGER.

356

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, HANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
POOCHOW & VLADIVOSTOK	"CURONIA"	About 15th July
SHANGHAI, YOKOHAMA & KOBE	"CATHAY"	Middle of Aug.
MARSEILLES, HAVRE & COPENHAGEN	"CATHAY"	Middle of Sept.

For Further Particulars, apply to
Hongkong, 26th June, 1908.MELOHRS & CO.,
AGENTS.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	SHANGHAI	First half of July	JAVA	First half of July
TJIPANAS	JAVA	First half of July	SHANGHAI	Second half of July
TJIBODAS	JAPAN	Second half of July	JAVA	Second half of July
TJIKINI	JAVA	Second half of July	JAPAN	Second half of July
TJILIWONG	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJILATJAP	JAVA	First half of Aug.	SHANGHAI	First half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

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York Buildings, 1st Floor.
Hongkong, 7th July, 1908.

Telephone No. 875.

-18

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

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TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
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FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VEXES ROAD
HONGKONG.

Japan Office:
14, WATER STREET,
YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.	FROM	EXPECTED ON OR ABOUT
AMIGO, German str., 322, Uldrup	16th July— Heihow 14th July, General—Jensen & Co.	
BESSE, British str., 2,500, Gow	15th July— Moji 9th July, Coal—Mitsui Bussan Kaisha	
CABANOVONSHIRE, British str., 2,742, F. Ingram	15th July— Shanghai 11th July, General—Shewan, Tomes & Co.	
CHILDA, Norwegian str., 1,102, H. Nielsen	10th July— Saigon 6th July, General—Aagaard, Thoresen & Co.	
CHINGTO, British str., 2,260, W. B. Brown	14th July— Australia via Manila 11th July, General—Butterfield & Swire.	
CHING WU, British str., 2,517, F. W. Callum	15th July— Hankow and Woonung 11th July, General—Butterfield & Swire.	
CROISING, German str., 1,021, F. Buocking	15th July— Bangkok 4th July, Rice—Butterfield & Swire.	
CHOWFA, German str., 1,055, F. Spiesen	12th July— Bangkok 5th July, Rice—Butterfield & Swire.	
CHOWTAI, German str., 1,115, Rohrer	12th July— Bangkok 5th July, and Swatow 11th July, Rice and Meal—Butterfield & Swire.	
CHOWYANG, British str., 1,424, A. E. Sandbach	12th July— Shanghai 9th July, and Swatow 11th July, General—Jardine, Matheson & Co.	
COURTNEY, British str., 4,497, John Wiseman	25th May— Moji 20th May, Coal—Mitsui Bussan Kaisha.	
DALIN MARU, Japanese str., 900, I. Sakurai	15th July— Tamsui, Amoy and Swatow 14th July, General—Osaka Shosen Kaisha.	
DEVATONGER, German str., 1,157, F. Behwaldt	11th July— Bangkok 4th July, Rice—Melchers & Co.	
DRUPAR, Norwegian str., 1,102, J. Bing	10th July— Saigon 4th July, General—Aagaard, Thoresen & Co.	
FAUGANG, British str., 1,410, Malkin	23rd June— Saigon 23rd June, Rice—Jardine, Matheson & Co.	
FOOCHOW, British str., 1,227, E. French	9th July— Wuhu 4th July, Rice—Butterfield & Swire.	
FAITHOR, Norwegian str., 891, O. Anderson	15th July— Saigon 10th July, Rice—Aagaard, Thoresen & Co.	
GILMER, French str., 778, Donarion	7th July— Haiphong and Mohow 8th July, Coal and Mats—Order.	
BAITAN, British str., 1,183, J. S. Roach	14th July— Poochow 7th July, Amoy 12th, and Swatow 13th, General—Douglas, Lapraik & Co.	
HILDIS, Norwegian str., 1,095, Solberg	13th July— Saigon 9th July, General—Aagaard, Thoresen & Co.	
HINRANG, British str., 1,526, A. G. Smith	12th July— Hongkong 10th July, Coal—Jardine, Matheson & Co.	
JANNA, German str., 952, J. J. J. J. J.	13th July— Haiphong 7th July, and Hallow 12th, Rice and General—Jensen & Co.	
KANSU, British str., 1,142, James Speed	14th July— Wuhu 9th July, Rice—Butterfield & Swire.	
KATHARINE PARK, British str., 3,075, W. H. Copp	8th July— Callao via Yokohama and Kobe 12th May, General—Toyo Kisen Kaisha.	
KINTOKU, British str., 2,995, B. C. Lewis	30th June— Poochow 28th June, General—Butterfield & Swire.	
KWANGLEE, Chinese str., 1,864, R. Lincoln	11th July— Shanghai 8th July, General—Chinese.	
KWANGSE, British str., 1,228, A. Stott	15th July— Ningpo 7th July and Shanghai 11th, General—Butterfield & Swire.	
KWEILIN, British str., 1,026, Hards	8th July— Yangtze 4th July, General—Pacific Mail Steamship Co.	
LIOWNING, British str., 2,122, A. E. Gentles	12th July— Calcutta & Singapore 6th July, General—David Sassoon & Co., Ltd.	
LOCKSMO, German str., 1,020, W. Taubert	8th July— Bangkok 30th June, Rice—Norddeutscher Lloyd.	
LOONGSANG, British str., 1,039, S. J. Payne	15th July— Manila via Amoy 11th July, General—Jardine, Matheson & Co.	
LOYAL, German str., 1,207, Fr. Natzing	13th July— Saigon 8th July, Rice—Sander, Matheson & Co.	
LUCHOW, British str., 1,210, B. B. B.	11th July— Nagasaki and Canto 9th July, General—Butterfield & Swire.	
MANCHURIA, American str., 8,750, J. W. Saunders	6th July— San Francisco and Shanghai 3rd July, Mails and General—Pacific Mail Steamship Co.	
MORILAK, British str., 1,737, F. W. Batzen	24th June— Fremantle 9th June, Sandalwood—Gibson & Co.	
MOYUNE, British str., 4,935, J. Milnech	14th July— Poochow 12th July, General—Butterfield & Swire.	
NAMISANG, British str., 4,035, P. M. B. Lake	13th July— Moji 8th July, General and Coal—Jardine, Matheson & Co.	

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Hongkong, 15th February, 1908.

338

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